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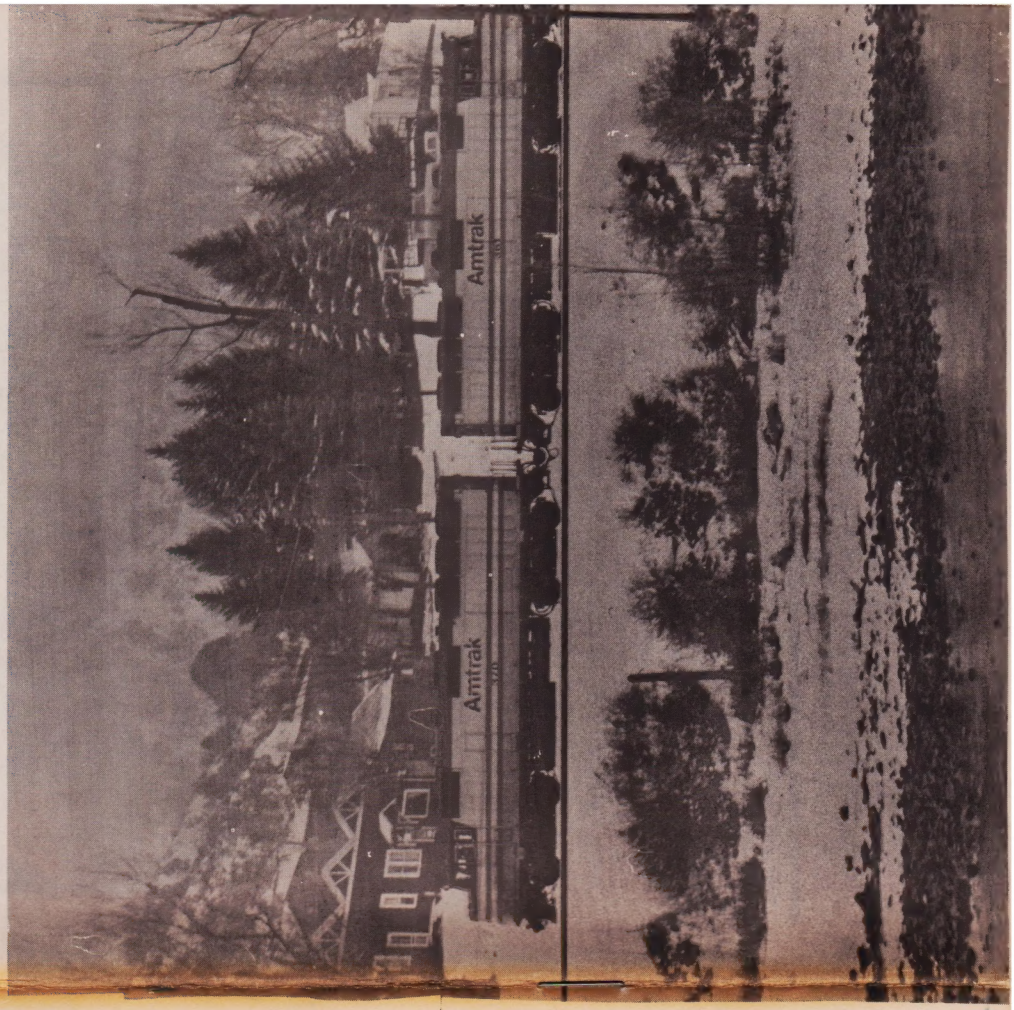

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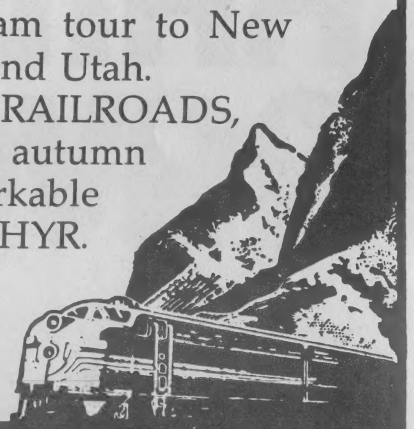

GREAT WESTERN TOURS

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LETTERS

Regarding Pete Bretz's article on northern Michigan railroading in RTN 258, let the record stand that I had intended to ride the Furlow trip as a paying private individual, and at the very time I called Furlow to cancel, I was informed of the existence of the planned rail seminar and that the tour sponsors were going to invite me to participate in it.

Furlow people inform me that if all goes well, they intend to try to operate repeat trips on this line this year (as Pete sort of hints).

P.S.: Correction: PRR NORTHERN ARROW ran last in 1961, not "late Fifties."

Dave Ingles, Managing Editor, Trains
Milwaukee, Wisconsin

As a mechanical engineer whose former employers include Burlington Northern and Santa Fe, I feel qualified to comment on the Bullet Train issue (RTN 259).

The implication by Bullet Train advocates that the Santa Fe's L.A.-San Diego line is not a possible candidate for a high-speed upgrade is incorrect. The Santa Fe has not volunteered to improve its route because it would receive little benefit from the huge capital investment. However, if the State of California or the Federal Government were to fund an improvement project, I see no reason why the Santa Fe would not fully cooperate. Even Conrail has worked with state and federal agencies on improving track for passenger trains, and Santa Fe has a better relationship with Amtrak than does Conrail.

Considering all the uncertainty of the Bullet Train's cost (between 2 and 4 billion), revenues (between 200 and 900 million annually), and routing (highway median, RR right of way, or thru developed communities), American High Speed Rail and the State of California should consider the alternative. Santa Fe's line could have 100mph track, cab signals, and grade crossings protected or separated for about 300 to 400 million dollars. This could be completed in 2-2½ years and permit nonstop trip time of 1 hour, 35 minutes (80mph average). American High Speed Rail should do a complete cost analysis and revenue projection on such an upgrading before they commit themselves and the state to Bullet Trains.

Mark S. Bucol
St. Louis, Missouri

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ON THE COVER

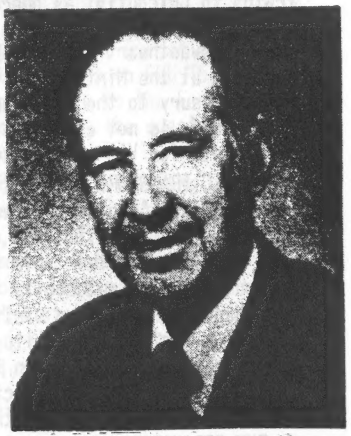
On the second day of a two-day test run on the route of the RIO GRANDE ZEPHYR, an Amtrak test train of Superliner cars pauses in the D&RGW station at Glenwood Springs, Colorado, in a light snowstorm. The date is Feb 8. Complete photo coverage of this historic test run appears in this issue, starting on page 11. Photo by Paul Rayton.

I marvel at your ability to get out such an informative, lively and timely publication, and with a minimum of typographical errors, every two weeks. Keep it as is. I particularly enjoy the lack of photos and articles on steam locomotives. As one who had to ride behind them, there was nothing glamorous about coal gas in the lungs, soot on your collar, and cinders in your eye!

Charles E. Otis
Warwick, Rhode Island

★ AMTRAK ASKS FOR $807 MILLION FOR FISCAL 84

Amtrak submitted its legislative report to Congress on Feb 15, and in it the rail corporation asked for an authorization for FY 1984 of $807 million, which includes $649.1 million for operations, $155 million for capital expenditures, and $3 million for labor protection. The $649.1 million is $900,000 less than the $650 million estimated for FY 1983 operating expenses. Amtrak President Graham Claytor said that he is requesting less money each year, and that by 1985 revenues will cover 100% of operating costs--they cover 76.8% at present. The Amtrak request assumes that the CARDINAL will continue running, and that 403-b and 403-d (commuter) trains funding will continue as at the present. Claytor said that he thinks the CARDINAL will be able to meet Congressional criteria this year because it's been "steadily picking up." He said that no major cuts in service are planned by Amtrak, but he said that no new routes would be added unless it can cover



Amtrak President Graham Claytor. Amtrak photo.

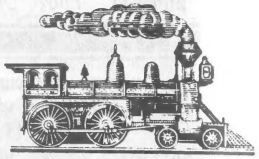
(continued on page 15)

RAIL CANADA

VIA RAIL CANADA has centralized its management structure, reducing the number of people reporting directly to the President (Pierre Franche) from 14 to 5, and turning the Regions into a lower level of management. VIA had experienced problems of coordination, and in any case the attempt to regionalize was less than maximum (the regional vice presidents were not even in on the decisions as to the trains to be cut in Nov 1981. The new top structure has the following lineup: Rejean Bechamp, VP-Development; G. Fortin Q.C., VP-Law & Corporate Secretary; J.A. Hanna, VP-Finance & Administration; B. Eldon Horsman, Executive VP; J.P. Laroche, VP-Human Resources.

TRANSPORT 2000 CANADA will hold its annual general meeting at Melville, Saskatchewan on Apr 9 & 10. There should be a chartered bus from Regina. Members and friends can stay at a hotel in Melville for $17 per person double occupancy, or $35 for a room. The board meeting will be in Regina on Apr 8. Melville is a member municipality of Transport 2000, and is a party for the lawsuit against the Federal Government. It is expected that with T-2000 Saskatchewan's usual flair, the event will be one to be remembered. For info, contact: T-2000 Saskatchewan, Box 3594, Regina, Sask., Canada S4P 3L7.

CANADIAN POST OFFICE recently issued a stamped envelope, in 30¢ denomination, picturing the steam locomotive shown here. The engine is printed in olive green on white paper.



RESPONDING TO A COMMENT in RTN 258, Transport 2000 Board Member Harry Gow replies: "Your correspondent took a well-earned swing at CN and CP and a less-merited one at the unions. That VIA has any new equipment is due in part to their lobbying, and the labour agreements that VIA has were reached with considerable union cooperation, betrayed later by the Feds, when they cut off 20% of VIA service. Many union members lost their jobs in the VIA Holocaust of 1981. I do agree that 'Transport 2000 should attack CP and CN.' We do already. Transport 2000 laid a complaint with the CTC a couple of years ago for slow, late trains to Chicoutimi as operated by the CN. VIA jumped into the fray on our side. Just as serious a problem as slow and late trains is expensive agreements with CN and CP, sweetheart deals cooked up at the beginning between them and obliging civil servants at the Ministry of Transport, who pretty well handed a chunk of the Federal treasury to the two giant corporations, thru VIA. VIA, despite its large office staff, is not expensive. CN and CP are. Transport 2000 is trying to get arrangements for VIA similar to those Amtrak has with its railroads."

QUEBEC TRANSPORT MINISTER Michel Clair on a recent Radio Canada program said (translated): "The Western world is turning to public transport. If Quebec does not do so now, we will find ourselves years behind and the consequences will be very damaging." Clair said the Quebec economy has not had the positive economic fallout from the automobile that other (car-manufacturing) states and provinces have had. He will soon visit France to study the fare systems and employer contribution systems for public transport. Jean-Pierre Dogenais, Transport 2000 Quebec researcher, appeared on the same program and, urging greater recourse to public transport, said "the social cost of the automobile is enormous" and suggested the same "virage" (turn on the road) as Minister Clair.

THE "PRINCESS MARGUERITE" mini-cruise ship that connects Victoria B.C. and Seattle, will begin its 1983 season on Apr 15 with a "Discovery Triangle" tour (Seattle-Victoria-Vancouver) taking three days, and with a repeat Apr 18-20. Regular Seattle-Victoria service starts Apr 23 with an 8am Seattle departure, and a 5pm departure from Victoria back to Seattle. It will operate until about Oct 10.

AFTER VISITING CANADA in December, author Charles Tubman (see page 6) says he would strongly encourage anyone interested in Canadian passenger service to join Transport 2000 by sending $15 to Box 858, Station B, Ottawa, Ont. K1P 5P9. If you want to join a specific province's section, let the Ottawa office know.

URBAN-SUBURBAN TRANSIT

OXNARD COMMUTER TRAINS have gone from crisis to crisis, with a number of major developments occurring since our last issue. On Friday, Feb 4 the SP announced abruptly that it was discontinuing the Oxnard-L.A. service after that day because it had not been paid. The next day, two Southern California state senators, Ed Davis and Alan Robbins, agreed to pay out of their own campaign funds the costs of running a free bus service on the route while they tried to get the trains restored. The buses ran on Monday and Tuesday, Feb 7 and 8. On Feb 7 a Federal District Court judge in San Francisco ordered SP to restore the trains no later than Thursday Feb 10 and to run half-page ads in Southern California newspapers announcing for seven days their return. A date of Feb 17 was set for a further hearing on the issue. SP had immediately deadheaded the commute equipment back to San Francisco, but it brought it back to Oxnard in time to restore the service on Wednesday Feb 9, one day earlier than required. A rally had been planned for the opening of the Burbank Airport station on Feb 9. That was cancelled but quickly rescheduled for the early morning of the first restored runs (thanks to the work of rail supporter George Falcon). Despite the early hour and the short notice, 250 people reportedly showed up, including the Mayor of Burbank and other mayors. The trains have gained quite a political following in the Southland, and the SP was not making any friends with its attitude. One political cartoon pictures SP as train robbers of the Caltrain. The most recent development in the case came Feb 15 when Caltrans announced that it would ask the Public Utilities Commission to suspend the train service until the costs dispute is settled. If the PUC acceeds to this request, service could stop at any time.

METROPOLITAN TRANSIT AUTHORITY in New York was the victim of a scam, the City Controller announced Feb 15. He said that at least $1.1 million had been ripped off the MTA by overpayments and rigged bidding. Two employees have been censured, pending further investigation.

RETURN OF STREETCARS to the surface of San Francisco's Market Street got a preliminary approval by a panel of the city's Board of Supervisors on Feb 15. In related news, a plan to extend the Peninsula rail commute line to the Ferry Building in San Francisco got a setback on Jan 20 when a hearing on the question was postponed for 30 days. Many believe the plan to be dead.

OCEANSIDE, CALIFORNIA'S NEW Multi-Purpose Transit Facility is getting underway, with land clearing and foundations being started, according to Steve Graw, who visited the site in late January. Built on 6.2 acres, adjacent to the present Amtrak/Santa Fe station, the new facility is to serve Amtrak, both national bus companies and local city and county transit services. Construction began in Oct and is to be finished in Oct 1983. It's being funded by the state and San Diego County.

SAMUEL INSULL JR., 82, the only child of billionaire Samuel Insull Sr., the one-time owner of the Chicago elevated rail system, died in Batavia IL on Jan 8.

A SEPTA STRIKE was postponed indefinitely when union leaders in Philadelphia voted unanimously on Feb 13 not to go on strike.

NEW YORK STATE DOT on Feb 17 will open bids for construction of a new Conrail passenger station at White Plains NY, on the Harlem line. The Conrail bridge over Hamilton Avenue in that city will also be rebuilt.

SEPTA AND MCDONALD'S, the fast food chain, have joined in a deal in which a used weekly or monthly pass or token package can be exchanged for a free meal at a golden arches restaurant.

MID-WINTER TRAVEL IN WEST-CENTRAL CANADA

by Charles S. Tubman

West-central Canada may not seem like the most inviting place to visit in the middle of winter, yet three of us, two officers in the Intermountain Association of Railroad Passengers and a friend, found ourselves on the road north to Alberta. Limited by a tight vacation schedule, we had three goals in mind: first, to check out the track and station conditions along the proposed Cal-Alta route (Calgary to Los Angeles via Butte and Salt Lake City); second, to make contacts with the local Transport 2000 chapters in Alberta and Saskatchewan; and third, to ride the current state-of-the-art in Canadian passenger trains.

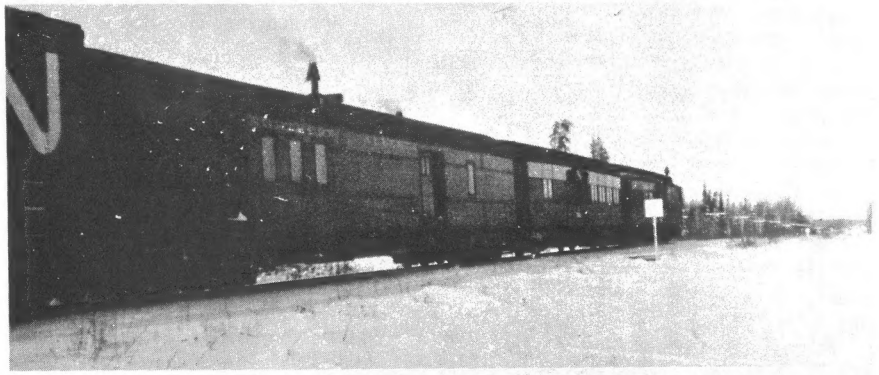
Our third goal began in downtown Calgary at the VIA Rail station. Despite its central location, it's not the easiest place to park, and we made it to the track platform only five minutes before our VIA railiners left for South Edmonton. That day VIA #195 was running with two RDCs, including our car, newly-refurbished #6105. After a slow initial start, we were soon running north across the Albertan plains on the excellently maintained CP line, and we maintained a speed of 65mph plus almost all the way.

There seemed to be several problems with this route. One was the "refreshment" stop at Red Deer, Alberta, a drawn-out process reminiscent of early train travel which resulted in a complete shutdown of the train while all the passengers disembarked to line up in front of three vending machines (soft drinks, coffee-tea-soup, and candy) inside the station. This problem should be alleviated in the spring when VIA begins on-board food and beverage service. Car 6105 had a snack bar counter, but it is locked up for the present. The second problem was a seeming lack of local traffic between Calgary and Edmonton (with the exception of Red Deer). VIA has apparently introduced a proposal to eliminate all intermediate stops--with the exception of Red Deer--with the implementation of higher-speed service. The final problem with the present service dealt with the termination of service at the South Edmonton station. The train's conductor said that the CP wants about $16 million from VIA to allow their trains access to the CP's high-level rail and road bridge across the Saskatchewan River for the less than 4-mile trip to VIA's downtown CN Tower station.

Our arrival at South Edmonton was as advertised, and after a pleasant luncheon with (and some discouraging reports from) some of the members of the Alberta branch of Transport 2000, we headed off for the CN Tower, where we purchased tickets aboard the Red Arrow Lines luxury nonstop bus for Ft. McMurray. The CN Tower actually sees more Red Arrow buses than VIA trains, since there is only one daily and one tri-weekly train scheduled in and out of the station. They are the SUPER CONTINENTAL remnant to Saskatoon and tri-weekly SKEENA to Jasper and Prince Rupert. We also found out that a number of passengers using the VIA RDCs to connect between the CANADIAN and SKEENA were unaware that they were responsible for making their own connection between the CN Tower and the South Edmonton station until they had arrived in Edmonton.

The Red Arrow bus with its plush seats, carpeting and self-serve snack bar was about as nice a bus ride as could be imagined. Aside from a close encounter of the moose kind, our 300-mile ride north to Ft. McMurray was comfortable and uneventful. After a brief night's sleep in this northern energy town (where the average resident is a 25-year old male from Canada's eastern provinces), we were up and off to the CN (formerly Northern Alberta Railways) Waterways station. The contrast between VIA and the CN's Waterways division couldn't have been more marked. The station is located at the very southern end of Ft. McMurray (Waterways used to be a separate town) and based on our conversations with the townspeople, I would be surprised if one out of ten knew there was a train you could ride out of town--much less all the way to Edmonton.

Our "Muskeg Mixed"--the name the N.A.R. used for the Waterways-Edmonton service until it was taken over by the CN in 1981--consisted of four GMD-1 engines (with six axles, one of which is unpowered, to distribute the weight over the lighter rail on the line), NAR baggage-express car 1454, CN "comboose" (half



The "Muskeg Mixed" passenger equipment north of Lac la Biche, Alberta. The middle passenger car was built in 1900 for the B&A. Photos by the author.

caboose, half passenger compartment) #78966, and comboose #78968, which was being used as an overflow car. The overflow car runs only between Ft. McMurray and Lac la Biche, and is rarely needed during the winter. I learned that during the winter snow roads are plowed into the backwoods communities served by the line so most people will drive their vehicles in and out of the area. Passenger traffic will pick up again in the spring when the marshy muskeg thaws, and road travel becomes impossible. Altho a gravel road is being built northwards out of Lac la Biche, the people we spoke with did not feel it would be completed for a number of years. When it is, no doubt it will spell an end to the "Muskeg Mixed."

The ancient equipment and the very friendly crew combine to make this train a joy to ride. The passenger section of the 78966 (the car was built in 1900 for the Boston & Albany) featured walkover leather seats, a more-than-adequate oil-fired heater (it was close to 50 below zero when we left Ft. McMurray), and a waterless stovepipe toilet. Interestingly enough, the train crew provides a

The Ft. McMurray-Edmonton CN mixed train south of Ft. McMurray.

tasty, if limited, food service featuring fried egg and grilled cheese sandwiches and soft drinks, coffee and tea.

Our trip thru the woods and around the lakes of northeastern Alberta passed all too quickly, and we arrived in Lac la Biche only a few minutes off-schedule. As we pulled into the small yard, the train crew checked with the dispatcher and learned that the train had been given the O.K. to proceed into Edmonton that night. Since Canadian operating crews, unlike their U.S. counterparts, are not limited to a 12-hour day, and since the head-end brakemen are also qualified for engine service, the decision to continue into Edmonton was greeted joyfully by the crew.

At Lac la Biche we unloaded our remaining passenger (we never had more than 8 on the train at one time), and tied up at the station for a 1½-hour dinner break. After a less-than-friendly greeting from some local teenagers, we headed into downtown. We discovered that Lac la Biche had the highest crime rate in Canada for a town of its size. The yardmaster there apparently spends a good portion of his time fixing up the vandalism. In spite of our "welcome" and the stories we heard, we found the town to be quite attractive looking (it's a resort area), and we had a good dinner at a nearby hotel.

While the train attempts to operate on a regular schedule between Lac la Biche and Ft. McMurray, its schedule south into Edmonton is anybody's guess. Since there are two trains a week in both directions, it is possible to pinpoint the schedules to a certain degree. Because of CN's Manual Block System Clearance, all the Muskeg Mixeds are operated as "extras." Because of the heavy amounts of traffic in and out of CN's Calder yard in Edmonton, northbound trains rarely get out of there before their scheduled 5:30pm departure, tho they will generally leave Edmonton some time in the early evening. Northbound trains almost always tie up overnight at Lac la Biche, but southbound service is a different story.

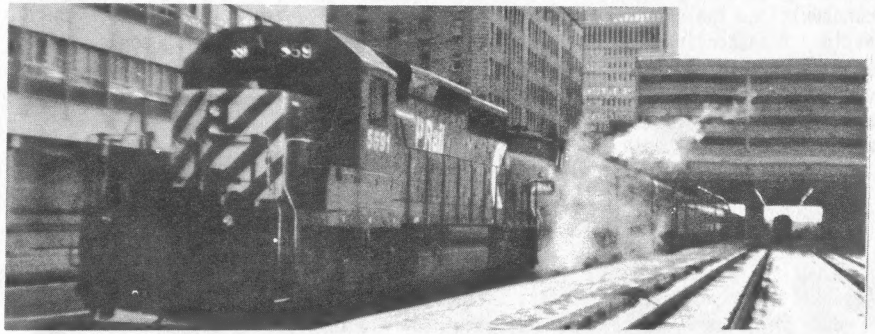
The southbound train out of Ft. McMurray on Fridays almost always operates thru to Edmonton, and the Tuesday train will try to operate southbound in one day whenever it can. Due to the 60-lb rail between Banko Junction (where the Lac la Biche subdivision branches off from the other ex-NAR lines to Peace River and Dawson Creek) and Egremont, any trains carrying sulphur (nearly all of them do, because of the large sulphur deposits near Ft. McMurray) are limited to 20mph. In an attempt to alleviate this situation, CN has built a half-mile interchange between its Grand Centre branch and the Lac la Biche subdivision near Thorhild. This will substantially speed up the schedule between Lac la Biche and Edmonton; however, it leaves the future of passenger service between these points uncertain, since the mixed trains would begin running into Calder Yard from the east and not thru the old NAR Dunvegan yard on the west. While there is a waiting room at the Dunvegan yard office, Calder's layout may preclude easy loading and unloading of passengers, and since there is rarely anyone carried south of Lac

VIA train 104 at Edmonton station, consisting of an F7, heater car, baggage, and cafe-coach.

la Biche anyway, it may prove easier not to carry passengers at all between those points.

We made good time into the Edmonton area, and we arrived at the locked-up Dunvegan yard waiting room around 10:30pm. Dunvegan is on the northwest edge of the city of Edmonton, near the airport. Luckily, there was a phone booth nearby, and we had no trouble lining up a taxi to take us to a nearby motel. Ironically, the comboose and baggage car eventually make their way to the VIA coach yard at the CN Tower because of a union decision that the car is a passenger car and not a caboose and therefore must be serviced at a coach yard. We could only imagine how much that deadhead expense adds to the train's operating cost in CN's ledger (ironically, the Muskeg Mixed is the last CN-operated--not VIA, Terra Transport or commuter--passenger service).

The next day gave us a chance to ride Edmonton's modern LRT line, which parallels the CN mainline east out of town, and still reach the CN Tower well in advance of the departure of #104 to Saskatoon. Train 104's abbreviated consist was an F7 diesel, heater car, baggage and cafe-coach. On the next track sat #9, the SKEENA, with a baggage car, coach, diner-lounge and two 6 section/6 roomette/4 bedroom sleepers. The coach yard at the CN Tower also turned up a variety of VIA streamlined and heavyweight equipment as well as some antiquated odds and ends from the NAR. Every seat on #104 was filled when we left Edmonton, and I wondered if any passengers had been turned away because of VIA's running only one car.



VIA train 1, the CANADIAN, with CP helper engine, at Calgary.

Nos. 103 & 104 seem to carry an abundance of deadheading crews. To VIA's credit, they are sent to sit in the baggage car when there are sufficient numbers of revenue passengers. In spite of some time spent on sidings, #104 ran on time all the way to Saskatoon. The train was warm, the seats comfortable, and the food service at the cafe counter was better than on most Amfleet/Amcafe trips I have made. Our conductor seemed to feel that VIA would restore thru train service between Winnipeg and Edmonton via Melville this summer or fall, since ridership is so low--averaging about 25 passengers on the Saskatoon-Edmonton portion.

Our arrival at the CN station in Saskatoon gave us an appreciation of the stories we had heard about its inconvenient location. The station is near nothing but an industrial park and the old stockyards, and is a good 20-minute ride from downtown. After a good night's sleep in a downtown hotel, we returned to the station in the morning for train 110. It probably shouldn't have been a surprise when we found out that #110 was train 104 of yesterday. Seeing this added more ammunition to the argument to run the two trains thru and eliminate the overnight layover in Saskatoon.

My first discovery in the morning was that the pancakes and sausages breakfast listed on the menu card is good only in the Eastern corridors, and the realization that I had put off having a good breakfast in Saskatoon station overwhelmed me as I sat eating my hard VIA donuts. Aside from a bad coupler part and rough track, the ride on CN's Craik subdivision between Saskatoon and North Regina was uneven-

ful. As with the Calgary-Edmonton train, the local traffic between Saskatoon and Regina was virtually nonexistent and most passengers were traveling past Regina to Winnipeg (and points east via the CANADIAN).

Regina Union Station gave us our first look on the trip at a classic large Canadian railway station. Supposedly it had been purchased by the city of Regina for an intermodal center, but even the VIA Rail employees inside were unsure of its current status. In any event, the city has developed cold feet (possibly because there is no real intermodal model in Canada for them to draw upon), and there is increasing pressure to route the CP mainline around Regina. Such a move would no doubt lead to a situation like Saskatoon's, where there is a nice new station in the middle of wheat fields, and low ridership to boot.

A dinner with the executive board of Saskatchewan's Transport 2000 group brought about some interesting news about what is happening in Regina with the Union Station (the group, logically, opposes a re-routing of thru rail traffic) as well as the latest information on the group's suit against VIA and the Federal Government.

That night saw about 100 people waiting for the arrival of train #1, the CANADIAN. It pulled in with a consist of four engines, a baggage-dorm, four coaches, a Skyline dome coffee shop, a diner, six sleepers and dome-lounge-observation "Strathcona Park." After having waited a number of years to ride it, I found it something of a letdown. Still, the cars were clean (if starting to look somewhat rundown), and the crew excellent. The biggest surprise was that Canada's last Western transcontinental train, at the height of the holiday season, seemed only about two-thirds full. The other disappointment was a very rude group of passengers that apparently caused problems in each car they passed thru. Nonetheless, after getting off in Moose Jaw to view the beautiful CP station there, I fell asleep in my upper berth and slept to the outskirts of Calgary.

Even tho we were just arriving in Calgary as we got packed, we headed up to the diner for breakfast. One of the porters tried to convince us to wait and have breakfast in town, as it was "better and cheaper." There were only a few people in the diner so we were served quickly and efficiently. It was nice to have real china, and the smell of the Pres-to-Log ovens, but I have to say that Amtrak's dining car service offers a comparable breakfast at a lower cost.

Back in Calgary, we took some time out to view that city's southern LRT line. We then began to parallel the CP mainline south out of town. We found the CP line to be in good shape (tho it's unsignalled) south to Aldersyde, Vulcan and Lethbridge. There is an alternate line to Lethbridge via Ft. MacLeod, but that line is being downgraded by CP and sees only a local freight now. The CP line from Lethbridge to Coutts/Sweetgrass on the Alberta-Montana border is in good shape for a route that sees only 2-3 trains a week, and the BN has a 50-mile per hour freight train speed limit on its line from Sweetgrass to Shelby. BN track crews are currently upgrading the Shelby to Great Falls line to handle more coal traffic, and the line south to Helena has a 49mph freight train speed limt (55mph for passenger?). Tho we hadn't realized that part of the BN's direct branch between Helena and Butte had been ripped out to allow the building of Interstate 15, the author of the Cal-Alta proposal, Bob Rynerson of Edmonton, had allowed for it in his proposed schedule, and routed such a service over the ex-NP to Garrison and then into Butte on the other ex-NP line. Finally, the UP has maintained their Butte-Idaho Falls-Pocatello line in excellent shape, and Amtrak would have no trouble maintaining the 50mph maximum speed for unsignalled track (60mph between Idaho Falls and Pocatello). Tho a thru service along this routing is a long way off, it is certainly a feasible part of Ron Sheck's "Amtrak 90" proposal.

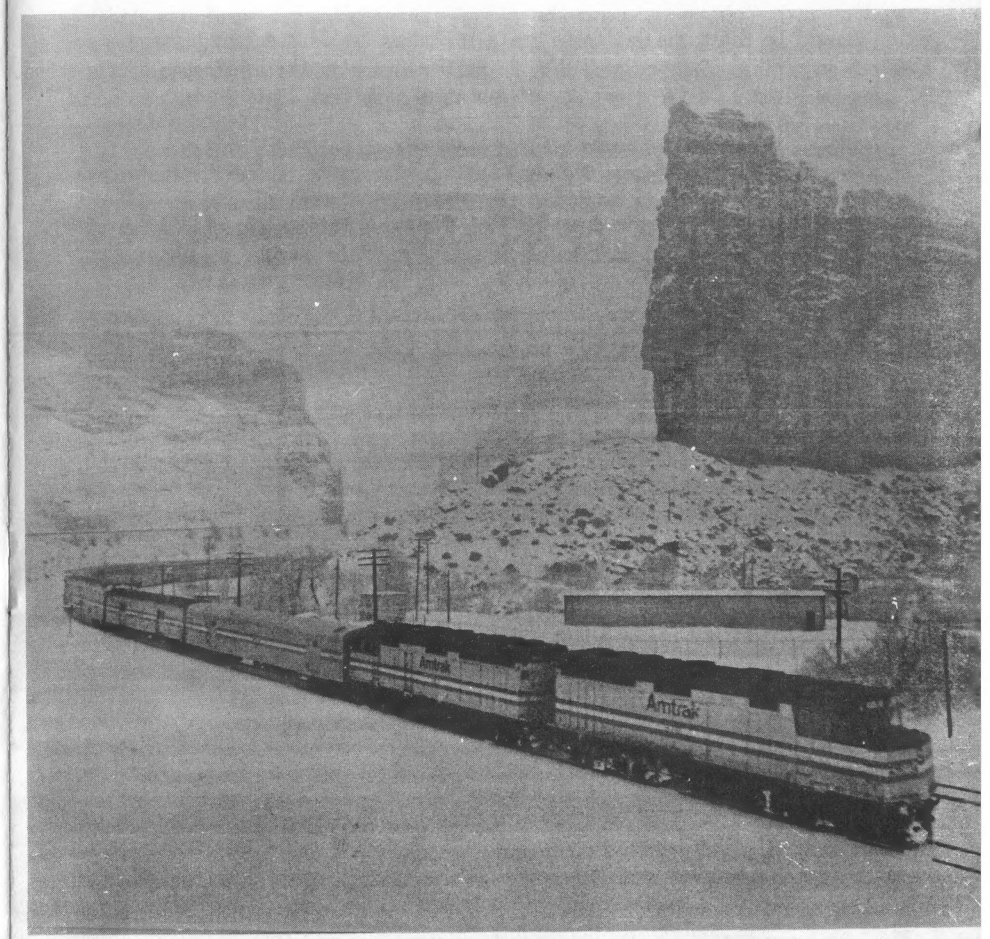
Our concluding feelings were that while Amtrak could use VIA's nicer station facilities, we preferred its equipment (and ridership) to VIA's. We certainly hope that VIA will make it past its tenth year, but it's going to be a real struggle.

AMTRAK TRIES OUT THE RIO GRANDE ROUTE

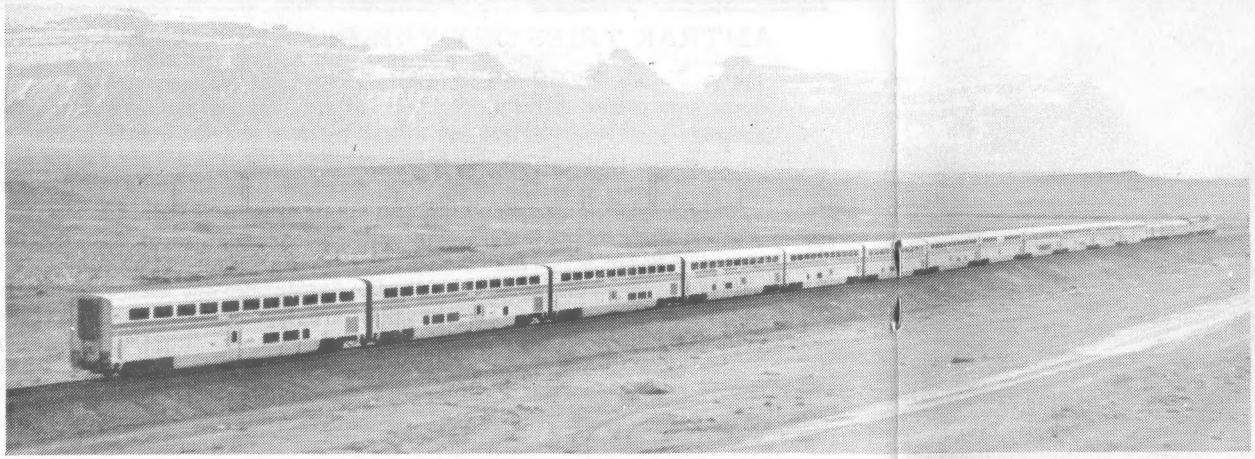
A photo essay by Paul Rayton

As announced last issue, Amtrak ran a test train on the Rio Grande Railway on Feb 7 and 8, on the route of the RIO GRANDE ZEPHYR. The trial train ran from Denver to Salt Lake City on the 7th and from Salt Lake City to Denver on the 8th. RTN's Paul Rayton was on hand to photograph the runs, as part of his effort in making a documentary motion picture film on the RIO GRANDE ZEPHYR.

Amtrak ran a 14-car Superliner train, to simulate a long SAN FRANCISCO ZEPHYR, which will be the train re-routed over the Rio Grande when the RGZ is discontinued at the April timetable change. The consist of the test train was as follows: engines 370 and 361; cars 1184 & 1211 baggage, Hi-level coach-dorm 39927, Superliners 34027, 34074, 33002, 38023, (cars not open to public:) 31031, 31011, 31027, 31005, 34056, 32001, 34065. The last two cars were reportedly used by Amtrak and D&RGW officials. Amtrak inspection car 10,000, which was scheduled to be used, was not operated on the train.



On Feb 8, on the eastbound run of the Amtrak test, the test train curves past the famous Castle Gate rock formation just west of Helper, Utah.

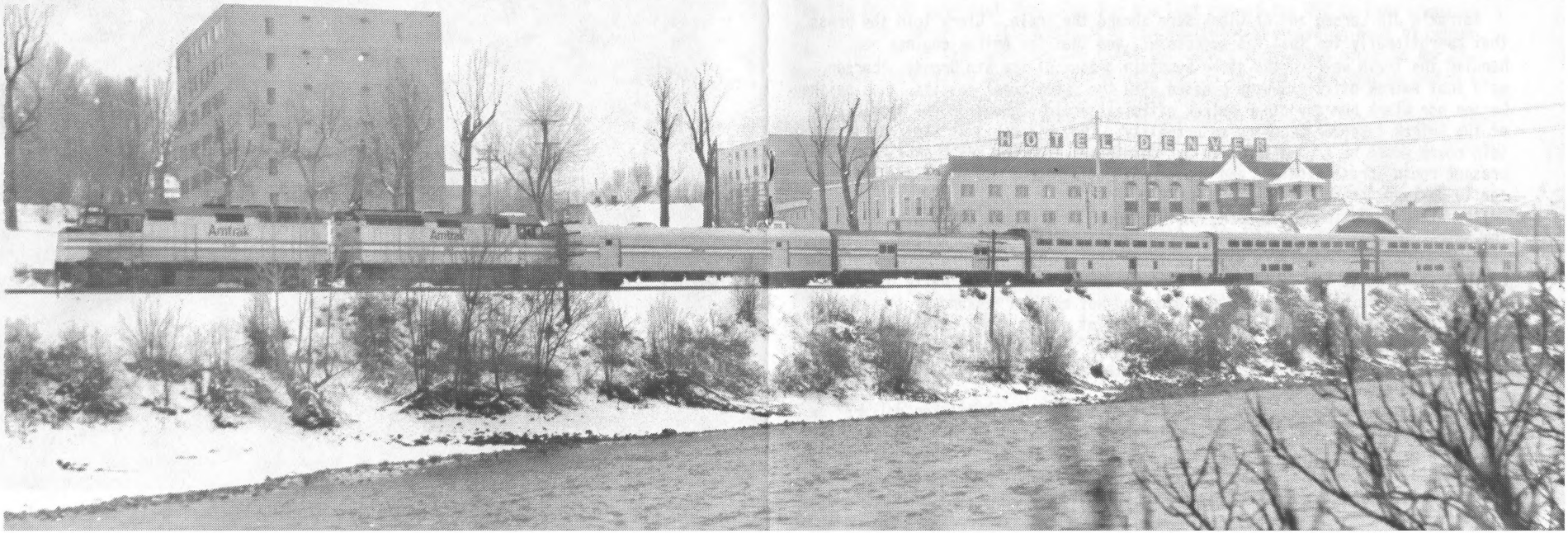


(Above:) On Feb 8 the eastbound train traverses the Utah desert between Helper and Price. Snow-covered Western buttes appear in the background of the scene.

(Above right:) On the first day of operation, the test train arrives in Grand Junction, Colorado.

(Below:) The eastbound train at Glenwood Springs, Colorado, on Feb 8. Light snow was falling. The famous Glenwood Springs station is behind the train near the right end of the photo, with its two snow-capped towers looming up in front of the Hotel Denver. The train departed here 8 minutes late on the second day of the trip.

The Denver Post, reporting on the runs in its Feb 4 and 8 editions, said that passengers boarding the train in Denver on Monday the 7th were surprised to find that it was an Amtrak train and not the domeliner RGZ. The paper said that Amtrak had initiated the negotiations to take over the route, and it quoted Rio Grande VP Sam Freeman to that effect. However, it seems unlikely that the rail passenger corporation had initiated talks. Much more likely is that Rio Grande contacted Amtrak when it decided it had to relieve itself of responsibility for its passenger deficit, it order to make the railroad a stronger candidate for a merger. The Rio Grande's stock rose sharply around the end of January when word of these possible changes got around. Rio Grande VP Freeman said that negotiations began two weeks before, which would put them at around Jan 21.

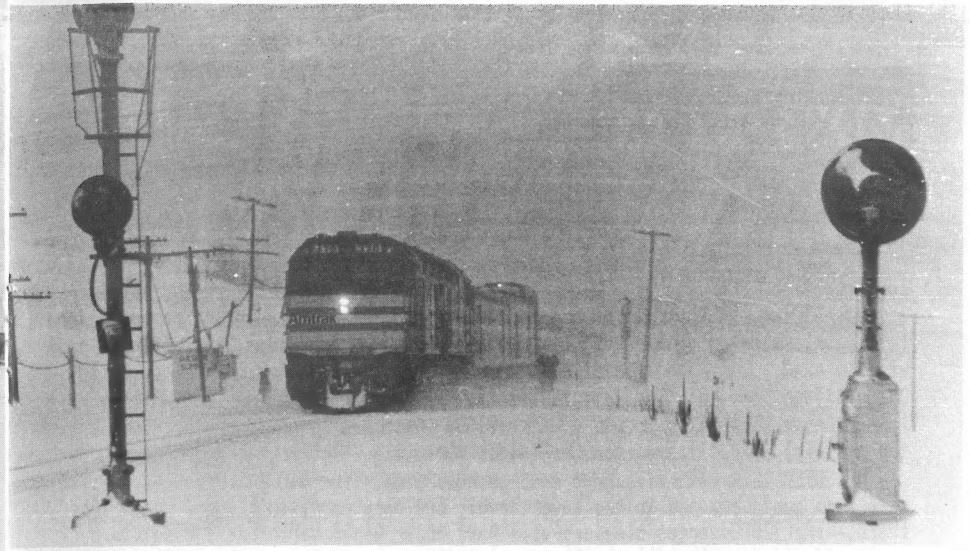


On the first day of the test runs, the train arrives in Grand Junction. At its final destination, Salt Lake City, the first day, the train reportedly arrived 15 minutes early.

Amtrak's Jim Larsen and Al Clark were aboard the train. Clark told the press that operationally the test was successful, and that the Amtrak engines had handled the train well on the steep mountain grades of the Rio Grande. Larsen said that Amtrak officials were pleased with the operational results. But neither Larsen nor Clark nor any other Amtrak officials would comment on the possibility of the Amtrak takeover becoming an actuality. They did say that the Rocky Mountain route would be more attractive for passengers than the SAN FRANCISCO ZEPHYR's present route across Wyoming, and would lead to increased ridership on the Chicago to Oakland train.

The Glenwood Springs newspaper, the Glenwood Post, made a front-page story of the Amtrak Superliner's visit, publishing photos of the train's arrival at the well-known Colorado resort, a major destination for riders of the RGZ. The paper called attention to the fact that an Amtrak takeover would mean daily operation, with local motels filled during the week, and not only on weekends. It spoke of "inadequate" train schedules and the necessity of making train reservations "months in advance" under the current operation. The paper also featured RTN's Paul Rayton, along with a plug for this newsletter, and the 30-minute documentary he is making about the RGZ.

The Rio Grande told the Denver Post that it lost "several million dollars" on the RGZ operation in 1982. The Amtrak takeover of the route would mean a loss of passenger service in Wyoming. However, Amtrak's Art Lloyd told the Post that Amtrak counted over 58,000 revenue passengers on that portion of the SFZ route last year. Rail supporters in Wyoming will put up a fight over a loss of the SFZ.



On the return trip, the test train tops Soldier Summit in a heavy snowstorm.

As we were about to go to press, Amtrak said that its next meeting with the Rio Grande Railway would be on March 2. The Amtrak Board of Directors, as well as the railway's Board, will have to approve the contract with Amtrak, so one can assume that the Amtrak Board meeting in March would be the earliest date that Amtrak could put final approval on the pact. An Amtrak spokesman told the press that his corporation would not purchase the RIO GRANDE ZEPHYR equipment.

In Colorado, reports were that the Rio Grande is being flooded with reservations to ride the last run of the domeliner. Rio Grande officials were going under the assumption that the change would take place at the spring timetable change in April. The Rio Grande said that they plan for the last run of the RGZ to take place on Apr 25, from Denver to Salt Lake, with the equipment deadheading back to Denver. The first run of the re-routed SAN FRANCISCO ZEPHYR would then occur on Apr 26. Note that these dates do not coincide with the spring timetable change, which is on Sunday, Apr 24, when the nation switches to Daylight Time.

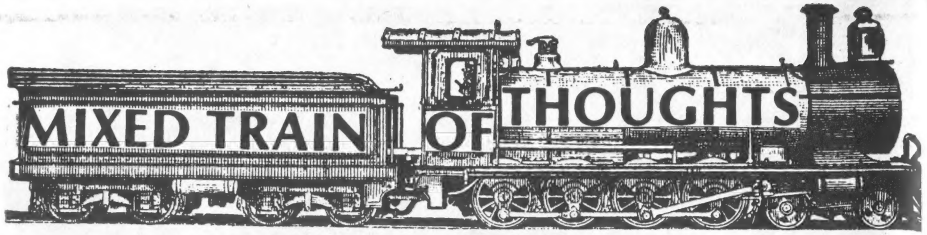
RTN has also learned that Amtrak is interested in operating the re-routed SAN FRANCISCO ZEPHYR over the Western Pacific between Salt Lake City and Elko, Nevada, a routing that bypasses Ogden, which is presently served by the train.

A Rio Grande spokesman said that patronage of the RGZ in August 1982 was 60% higher than the corresponding summer month of 1981. The train is booked solid in many of the summer and autumn months, he said. The railway said it lost $3 million on the operation in 1982.

The equipment for the test run was deadheaded into Denver on Feb 5 on trains 5 and 6, each train bringing into Denver an extra diesel engine for the run. The equipment was assembled on track 3 of Denver Union Station. There were 85 revenue passengers on the run that left Denver on Feb 7.

AMTRAK BUDGET (continued from page 3)

100% of its operating costs. Presumably the planned auto-ferry service falls into the latter category. Claytor also told the press that Amtrak "may" re-route the SAN FRANCISCO ZEPHYR on the D&RGW line, but that no decision would be made before spring (which would be the time of Amtrak's next Board meeting). The Reagan budget seeks to discontinue the CARDINAL.



TWO INSPECTION CARS are being converted by Amtrak, using cars of different body configuration. For use as a high-speed track inspection car for the NE Corridor, an Amfleet car, believed to be a coach that was partially burned at Sunnyside yard last year, is being converted. For use outside the NE Corridor, one of three cars will be used. Under consideration are dome observation cars 9251 "Silver Penthouse", 9320 "Silver Terrace", and 9331 "Silver Veranda." All are ex-Burlington cars. It is not known what would become of car 10,000 which has up until now been used as the official Amtrak inspection (business) car.....

THE SUPERLINER CARS will have some changes made. The 34000-series coaches will have some seats removed in the lower level, and more carry-on baggage space added there. The 32000-series sleepers will have their upper berths in the deluxe bedrooms widened from the present 24 inches to 27 inches. One of the toilets on the lower level will be converted to a dressing room. A toilet will be installed on the upper level at the top of the stairs. The fixed chair in the deluxe bedrooms will be replaced by a moveable chair. All of these changes were ordered directly by Amtrak President Claytor. Claytor is also known to dislike the wasted baggage space in the 31000-series cars. Possibly some of those baggage-coaches will be converted to full coaches in the future. Also, he is said to regard the conversion of the ex-Santa Fe Hi-level transition cars to coach-dorm configuration as a butchering job on a nice car.....

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NORTH COAST HIAWATHA revival is making headway. The North Dakota House voted in favor of the bill to revive the service, by a 67-39 vote on Feb 10. It was hoped that the state's Senate would add an appropriation to the bill. In Montana, the House is to consider HB 665, a bill which would provide funding for the train by establishing a 6¢ per gallon diesel fuel tax for railroads on fuel sold within Montana (ironically, this would cause the BN to pay for the revival of the train). Five cents of the tax would go to Amtrak for the service. The House bill is being considered on Feb 17. Both states must pass legislation before the service could recommence.....

BRITISH AND FRENCH are talking again about a planned tunnel under the English Channel. Seven different plans are now being evaluated in a British Government feasibility study. Apparently most favored is the plan supported by British Rail, which would have a single rail tunnel, with one set of tracks for alternating one-way traffic. This plan, estimated to cost $2 billion, is the least expensive of the lot, reports the L.A. Times. However, such a tunnel would reduce train time by less than an hour over present times using trains on ferries, and present shaky economics make funding questionable. England is insisting that any funding for the project must be from private sources--a rather unlikely happening for such a large project...

NEW YORK STATE'S 403-b trains are all in financial jeopardy, similar to the situation in California. Governor Cuomo's proposed budget includes no funds for the trains. Affected are the ADIRONDACK, the NIAGARA RAINBOW and the MOHAWK. NARP is urging all New York State rail supporters to write to their state legislators in support of funding for the trains.....

CONRAIL ENGINEERS' STRIKE was forestalled by President Reagan's ordering of a 60-day cooling off period on Feb 14.....

BLIZZARD OF '83--this is what the heavy storm that hit the Northeast on Feb 11 was being called, under the assumption that there wouldn't be another this year to equal it. It was the worst storm in the area in 40 years. Transportation by highway and air came to a standstill, in the area from Richmond VA to Boston. Amtrak trains continued to run, and patronage in the Corridor was estimated at 40% above normal, with most trains sold out. At the height of the storm, some trains were combined because of switching problems in drifting snow, but Amtrak never shut down operations. (In contrast, Greyhound was shut down for 15 hours, and most airports were closed for 1½ days.) One Amtrak long distance train was six hours behind schedule, but most train delays were in the order of 15 minutes to one hour. The media paid little attention to the fact that the trains were still running, and Amtrak had to resort to calling news organizations to inform them of their continued operation--which still seemed to evoke little response from the newsmen.....

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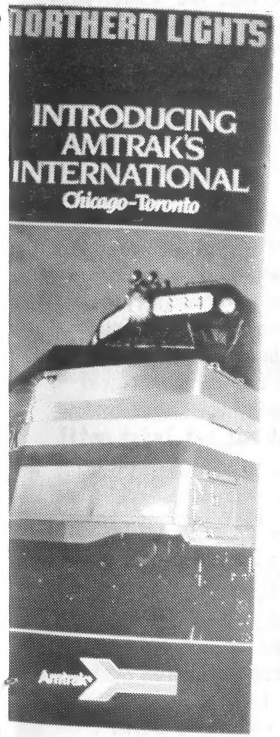

THE AMTRAK INTERNATIONAL--the new Chicago-Toronto train jointly run with VIA Rail Canada--was heralded with the fancy color brochure shown here. The Toronto Globe & Mail said this about the train: "It's a long ride, and the scenery is far from spectacular, but the price is right--$120 return if the trip is completed within 30 days." According to the paper, that's only $4 more than the Greyhound fare. The bus takes 12 hours, compared to the train's time of under 10 hours.....

AMTRAK'S INCENTIVE FARES--the "All Aboard America" fares reported on last issue, which are effective for trips between Feb 1 and May 30--came none too soon. A Washington source comments: "Thank God Amtrak has finally put on the incentive fares as of Feb 1. The trains from Jan 10 until Feb 1 were so very, very empty. One day the CAPITOL LIMITED out of Washington had 13 passengers. All of the long haul trains have been just dead--I think it is a direct result of Amtrak's obnoxiously high fares. Why wasn't Amtrak ready with their $125 fare on the 10th of January? The airlines were".....

ROCK ISLAND RAILROAD'S bankruptcy trustee on Feb 7 agreed in principle to sell about 720 miles of line to the C&NW, between Minneapolis and Kansas City. C&NW had been renting the trackage from the bankrupt railroad.....

THE ALASKA RAILROAD'S purchase price to the state (from the Federal Government) went from free to $500 million when the state suggested giving $1000 to every state resident, from Alaska's wealth created by its oil revenue trust fund, reports the Wall Street Journal.....

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BN'S PASCO-KENNEWICK Railroad bridge had one 98-year old span replaced Feb 15, after the EMPIRE BUILDER crossed. The ex-NP bridge had one span changed in Jan, and a third will be done in March. All this is to strengthen the line for coal hauling.....

NEW YORK DOT on Feb 3 announced publication of a guidebook to travelers in the Empire Corridor. The 32-page booklet is entitled "You CAN Get There From Here" and is free at Amtrak stations on the route or by writing: Rail Guide, NYS DOT, State Campus, Albany NY 12232.....

SEIKAN RAILWAY TUNNEL, the world's longest undersea tunnel, which is under construction and due for completion in a little over a year, reached a point at which celebration occurred on Jan 27 when workers digging from both sides met

each other in an auxiliary tunnel below the as-yet-uncompleted main tunnel. The event was covered on Japanese national television with much hoopla.....

BRITISH RAIL ANNOUNCED on Feb 2 that it will contract with a private company, TWT, to cater food service on some of its trains--runs between Victoria, Bognor and Brighton. British Rail said it now loses 7 million pounds per year on its food service. The TWT group said it will upgrade service by doubling the number of staff and will reintroduce hot food on the trains. If the experiment is successful, British Rail will extend it to other lines. TWT Catering is part of a multinational conglomerate.....

MORE TIMETABLE ERRORS: In the current Amtrak nationwide timetable, the mileage shown for Picayune MS should be 1325 instead of 1285; the kilometer mileage should be 2133, not 2068. On the national map on pages 32-33, Mobile (Alabama) is misspelled as "lobile".....

RTN'S ADRON HALL was the subject of a feature story in Profile, the Sunday magazine of the Picayune Item, on Jan 9. "Riding the Rail" was the title of the article by Debbie Fellenbaum. Among the projects which Adron has been engaged in in promoting Amtrak trains in his region of Mississippi was the arrival of Santa Claus on the southbound CRESCENT at Picayune last Dec 6. About 100 people showed up at the station to greet Santa and Mrs. Claus. "It was a fun project," says Adron modestly.....

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CALIFORNIA'S 403-B TRAINS are still in great jeopardy due to Gov. Deukmejian's anti-passenger train, pro-highway budget. However, the budget has not been settled yet, and rail supporters are asked to write to their state legislators and to Deukmejian's office in support of the Caltrans rail program.....

THE DEL MONTE'S revival has received a setback in the form of SP's increasing the estimate of costs involved in upgrading track and stations on the San Francisco-Monterey line. The railroad has now set a figure of about $4 million, compared to the $2.4 million earlier estimated and allocated in the current fiscal year's state budget. More funds are going to be hard to come by when most of the other passenger train money in the budget has already been cut out (at least until and unless it is restored by legislative action).....

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LAKE SHORE LIMITED had Amfleet II coaches put into service over the Christmas holidays. Travel was reported heavy on that train and in the Empire Corridor in general, with extra sections, and Turboliners replaced by Amfleet trains.....

THE SHERATON DEVELOPMENT in Montgomery, Alabama, mentioned in RTN 258, is a renovation of the freight offices and warehouse of the Western Railway of Alabama, reports reader Charles Till. The site is two blocks from the Union Station formerly used by Amtrak and built by the L&N. Union Station is also undergoing rehabilitation for commercial purposes, but not by Sheraton. Of the station's original six tracks, only the track nearest the L&N/ACL double track mainline remains. Altho that track comes under the shed, it is not clear that reconstruction will allow its partial use as a passenger facility in the future.....

JACKSONVILLE, FLORIDA NEWSPAPER reported last fall that Jacksonville's beautiful Terminal Station is the choice of local developers for a convention center. Plans would restore the former ACL, SAL, FEC and Southern station into a convention facility with connecting trolley service into the city center a few blocks away. The station has stood idle since Amtrak moved to its suburban Clifford Lane Station in the mid-1970s. Developers apparently would like Amtrak to return, altho tracks have been ripped out.....

NEW DOT SECRETARY Elizabeth Dole took office on Feb 2. In confirmation hearings earlier she said that she would support Amtrak at levels that would continue the present system except for trains failing the criteria. Senator Bob Packwood warned her not to waste time trying to cut out long distance trains, since other

transportation secretaries had tried and failed to do so.....

THE FORT PITT was discontinued on Jan 30. WTAE-TV covered the last arrival into Pittsburgh Amtrak station of train 37 the morning of Jan 30. This was in addition to coverage by WPXI-TV and the Keystone Ass'n of RR Passengers, who covered the last departure of train 38 on Saturday, Jan 29. The Altoona-Pittsburgh train was a victim of low ridership.....

AMTRAK'S AUTO-FERRY service will be the subject of public scrutiny for a period of 60 days while the rail corporation seeks public comment on the planned service between the Washington area and Sanford FL. But Amtrak calculates that it will earn $4 million per year on the service. It will have to spend $4.4 million for equipment to start it up. This will be mostly auto carriers. An Amtrak spokesman told the press that the corporation already has enough coaches, sleepers and diners for the runs. Presumably Amtrak will do some redesign work on its existing cars, however, for one report says that Amtrak's design group is hard at work on the cars, and the ideas seem to be coming directly from Graham Claytor. The reborn auto-ferry service should reflect the stamp of Claytor intimately. An Amtrak spokesman told the press that the service will start by year-end, and that for the period of mid-December thru Labor Day it would run daily, with tri-weekly service the rest of the year. About 140,000 passengers per year are expected.....

THE SOUTHWEST LIMITED will probably be re-scheduled to leave Chicago at 5:45pm on Apr 24, allowing a connection from the eastbound EMPIRE BUILDER. The CARDINAL could connect westbound with the SWL then if it left Washington an hour earlier. This would be important because a re-routing of the SF ZEPHYR would break the connection from the CARDINAL. But an earlier CARDINAL time would also make a very early morning time in Charleston.....

News in this issue is updated thru Feb 16, 1983.

QUOTES OF THE WEEK***

"This experiment has been bad for the taxpayers of California, bad for the industries served along our line, and bad for Southern Pacific. While each individual commuter pays only a few dollars per round trip, the state's taxpayers are contributing about $170 for each commuter each day. That just doesn't make sense. This portion of our railroad just isn't designed to handle commuter rail operations. When we run commuter trains it interferes with the essential freight service we operate on the same line. SP is entirely willing to work with the State and with local governments to plan needed passenger service over our lines where it's feasible. We've cooperated with Caltrans on service in the San Francisco Bay Area, and with the State of Oregon. But these trains, on this track, simply can't work. It's like trying to run traffic both ways at the same time on a one-lane road."

--SP President Robert D. Krebs in Feb 4 press release announcing suspension of Oxnard commuter trains.

FAREWELL TO THE RIO GRANDE ZEPHYR

A nostalgic farewell trip on the RIO GRANDE ZEPHYR is offered. Leave San Francisco area Saturday April 9. Ride SAN FRANCISCO ZEPHYR to Denver. Overnight in Denver. Ride RIO GRANDE ZEPHYR Denver-Salt Lake City April 11. Back in Bay Area via SFZ on April 12. Write or phone for descriptive flyer.

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RAIL FANTRIPS

Mar 4-6: Tourist Railway Ass'n Inc Spring Meet at Castro Point Railway Museum, Richmond CA. Equipment displays, Saturday night banquet, movies, slides, etc. Info: TRAIN Spring Meet, 2301 Buena Vista Dr, Walnut Creek CA 94596.

Mar 19: Chartered streetcar on entire length of Philadelphia's Route 23, Germantown Avenue line--12.8 miles. Leave Luzerne carhouse 12 noon. $12. BERA-Red Arrow Fund, PO Box 2264, Short Beach CT 06405.

Apr 8-10: Cherry Blossom Special, Boston-Wash-Boston. Visit Washington, dine on Potomac River cruise, see B&O RR Museum & Baltimore Streetcar Museum; via NIGHT OWL & CLIPPER. Mystic Valley Rwy Soc, PO Box 32, Mattapan MA 02126. 617-361-4445

Apr 27-May 7: Canada Fun-Train, Toronto-Vancouver, 6 nights in hotels, sightseeing tours at many locations, some meals incl. Limit 50 persons. $900 & up. Midwest Travel Service, 2936 Bella Vista, Midwest City OK 73110. 405-732-0566.

May 14-15: Cascades-Deschutes Special, Portland OR-Chemult-Bend-Wishram WA-Portland on SP & BN; overnight in Bend. See Deschutes River Canyon. $169 single. NRHS Pacific NW, Room 1, Union Station, Portland OR 97209. Send SASE. Visa,M/C.

May 27-31: Red Rock Canyons: Los Angeles-Flagstaff-L.A. on SW LIMITED; bus trips from Flagstaff to Grand Canyon, Coconino Ntl Forest, other exciting locations. 2 nites Flagstaff motel. Let's Travel, Box 2768, Riverside CA 92516. 714-787-8350

Jun 4-12: Oregon & Portland Rose Festival: S.Cal-Portland RT; charter train on Oregon Pacific & Eastern Rwy; Oregon Coast; Rose Festival; Portland tour; $775 up Let's Travel Tours, PO Box 2768, Riverside CA 92516. 714-787-8350.

Jun 25-Jul 3: Railroaders' Tour of Valle of Mexico. RR facilities in & around Mexico City; 2 excursion trains behind steam, to Queretaro & Cuernavaca; much more. For nuts & bolts railroader only. Let's Travel (see address above).

Jul 1-17: California Adventure. Over 7000 miles on Amtrak, from Mass. $1849 each double occupancy incl hotels, sightseeing, most meals; Grand Canyon, Long Beach, Reno, SF, etc. Mystic Valley Rwy Soc, Box 32, Mattapan MA 02126.

Jul 16 & 17: Denver Mile High RAILFAIR. America's premier RR show--railroadiana, models, authors, artists, dealers, door prizes incl RGZ tickets; railroadiana auction Jul 16 at 6pm. At Jefferson County Fairgrounds, 15200 W 6th Avenue.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

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Be sure to send RTN your change of address as early as possible. Don't rely on the Postal Service to forward your mail!

EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - Tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

SWISS RAIL TOUR, April 15-23, 1983. Write: Rail/Road Tours, Hyde Park Travel Bureau, P.O. Box 24, Hyde Park, MA 02136.

May 19-June 12, 1983: Oriental Eclipse Express. Thailand, Malaysia, Singapore, Java & Bali. Visit Ambarawa Steam Rail Museum & ride Jambu-Bedono cog rail line. View the total eclipse of the sun in east Java. 2-weeks $3195, 3-weeks $3995. Voyages of Discovery, 737 Pearl Street #210R, La Jolla CA 92037. (619) 459-7250.

WANTED: Old toy electric trains, Lionel, Marx, Ives. Send description, numbers, condition 1st letter to: Trains, 2916 Campagna Drive, Chalmette LA 70043.

YOU'RE INVITED--Midwest Travel CANADA FUN-TRAIN--April 27-May 7--Toronto to Vancouver on the CANADIAN (might be your last chance)-Bedrooms, roomettes, sections, two diners, two domes--Street cars in Toronto & Seattle--Sightseeing at Toronto, Niagara Falls, Winnipeg, Calgary, Banff Nat'l Park, Vancouver, Victoria, Seattle --Two nights hotels at Toronto, Banff, Seattle--Space limited--For itinerary and rates, call or write 2936 Bella Vista, Midwest City OK 73110--405-732-0566.

RAILROAD CLOTH EMBLEMS. Send $2.00 for three samples and list. Over 400 different designs available. Joseph Lajoie, Box 3, Methuen, Mass. 01844.

TRANSPORT 2000 CANADA'S Annual General Meeting will be held at Melville, Sask., on April 9 and 10. A chartered bus will likely be available from Regina, where VIA still calls. Information from: Transport 2000 Saskatchewan, Box 3594, Regina, Sask., S4P 3L7, Canada.

TRAIN AND BUS TRANSPORT 2000 PIN, available for $2.00 from Transport 2000 Quebec, 2275 Laurier East, Montreal, Quebec, H2H ZN8, Canada.

SEE OUR RAILROADIANA items, china, glasses, silver, linens, timetables, rules, etc. at "Cornfield Meet" Apr 10, Pasadena CA Hilton and "Lone Star" RRiana Show Will Rogers Memorial Center, Ft. Worth TX May 1. Jim & Elaine McClellan.

"ISSUES IN AMERICAN RAIL TRAVEL", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. Rail Travel News, PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display Ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

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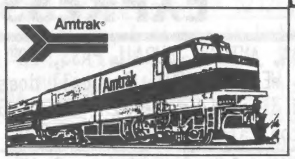

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BACK ISSUES

The entire year volume of 1982--22 issues of Rail Travel News--is now available. All the issues of 1982 are sent in one packet by parcel post for $10. No tax, no postage charge. Also available are 1981, 21 issues for $10; 1980, our Tenth Anniversary Year, 18 issues for $8. In addition, we have 1979 (Vol. 9), all 15 issues for $6; 1978 (Vol. 8), all 16 issues for $6; and 1977 (Vol. 7), all 22 issues for $8. Or all of the above for $45 postpaid.

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Northwest Rail Excursion

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(May 14:) Portland-Chemult-Bend on SP & BN.
(May 15:) Bend-Wishram-Portland on BN.

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- Travel famous Deschutes River Canyon, on former Oregon Trunk Railway.
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Amtrak

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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NATIONAL RAILWAY HISTORICAL SOCIETY

AMTRAK RIDERSHIP FIGURES

DECEMBER 1982 FIGURES--SECOND COLUMN IS % INCREASE/(DECREASE) OVER 1981

METROLINERS	86,660	(6.1)
NORTHEAST CORRIDOR CONVENTIONAL	467,827	(14.4)
NEW ENGLAND METROS	6,968	.0
NEW HAVEN-SPRINGFIELD	18,775	(7.9)
NEW YORK-PHILADELPHIA	168,438	(3.2)
PHILADELPHIA-HARRISBURG	64,229	(11.4)
NEW YORK-HARRISBURG	22,214	(14.4)
TOTAL NORTHEAST CORRIDOR	835,111	(10.3)
NEW YORK-ALBANY-NIAGARA FALLS	64,028	(11.7)
CHICAGO-ST.LOUIS	24,763	(2.9)
CHICAGO-MILWAUKEE	12,159	(8.1)
CHICAGO-DETROIT-TOLEDO	32,892	(11.7)
CHICAGO-CARBONDALE	14,356	(11.4)
CHICAGO-QUINCY	6,087	(8.7)
LOS ANGELES-SAN DIEGO	77,825	(16.0)
SEATTLE-PORTLAND	5,278	(32.7)
WASHINGTON-MARTINSBURG	17,476	(9.0)
OAKLAND-BAKERSFIELD	15,615	(2.5)
NEW YORK-MONTREAL	4,918	(16.4)
CHICAGO-PORT HURON-TORONTO	9,185	(16.3)
MINNEAPOLIS-DULUTH	2,197	(36.0)
CHICAGO-VALPARAISO	20,637	5.8
CHICAGO-INDIANAPOLIS	5,420	(24.0)
CHICAGO-KANSAS CITY	9,100	4.8
PHILADELPHIA-PITTSBURGH	8,548	(13.7)
PORTLAND-EUGENE		(100.0)
LOS ANGELES-SACRAMENTO	6,662	(26.4)
MIAMI-TAMPA	3,752	.0
TOTAL SHORT DISTANCE	340,898	(11.5)
WASHINGTON-MONTREAL	8,682	(26.3)
NEW YORK-FLORIDA	53,855	(3.2)
CHICAGO-NEW YORK/WASHINGTON	22,935	(8.8)
CHICAGO-CIN-WAS-NEW YORK	7,616	.0
CHICAGO-SEATTLE/PORTLAND	44,329	3.8
CHICAGO-OAKLAND	33,402	(1.4)
CHICAGO-LOS ANGELES	23,535	(18.3)
CHICAGO-NEW ORLEANS	16,587	(10.8)
CHICAGO-TEXAS	7,438	(9.6)
LOS ANGELES-NEW ORLEANS	5,470	(30.5)
LOS ANGELES-SEATTLE	41,213	(1.1)
CHICAGO-NEW YORK/BOSTON	32,646	10.5
BOSTON-NEWPORT NEWS	7,126	(13.7)
NEW YORK-SAVANNAH	13,583	(6.3)
SEATTLE-SALT LAKE CTY/CHICAGO	16,626	(11.6)
NEW YORK-NEW ORLEANS	19,047	(11.5)
LOS ANGELES-OGDEN-CHICAGO	9,498	(13.9)
TOTAL LONG DISTANCE	363,588	(3.8)
SPECIAL TRAINS	6,621	19.9
SYSTEM TOTAL	1,546,218	(9.0)

Here are Amtrak's ridership figures for December, 1982, just released by the corporation. The November figures appeared in RTN #259.

The overall system ridership was down 9% in December (after a 7% drop in November and a 2.7% drop in October). The decline seems to reflect mainly the absence of incentive fares (as was true for November also), the "Anywhere Fare" having terminated at the end of October.

The LAKE SHORE LIMITED continued its good showing of the previous month, with a 10.5% increase over Dec 1981. The EMPIRE BUILDER continued to do well, with a 3.8% increase (daily service began on Dec 15, 1981, so half of the comparison month was under tri-weekly service). The SUNSET LIMITED continued to show big declines, with 30.5% in Dec, and 44.8% in Nov.

The 100% drop on the Portland-Eugene route reflects the discontinuance of the WILLAMETTE VALLEY trains

For comparison figures, the system total ridership in Dec 1981 was 1,700,020 (which was down 1.7% from Dec 1980).

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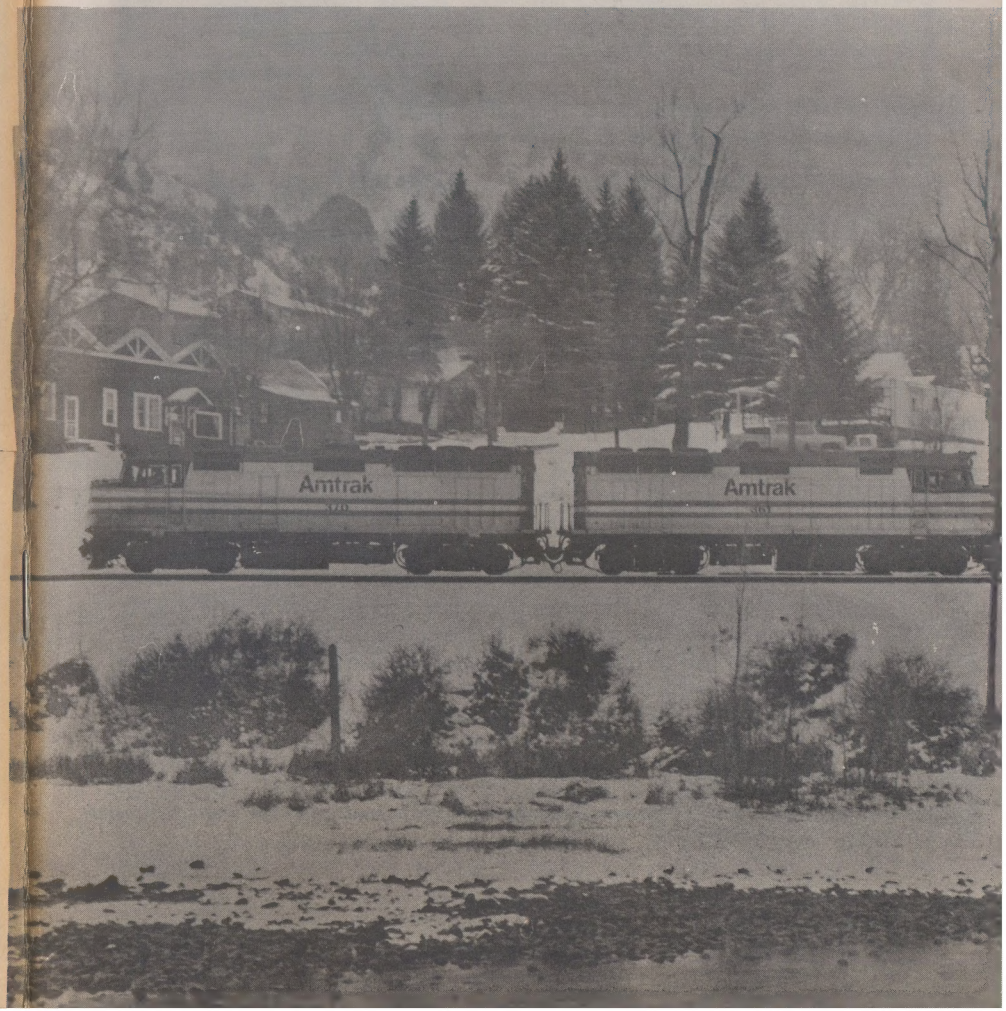

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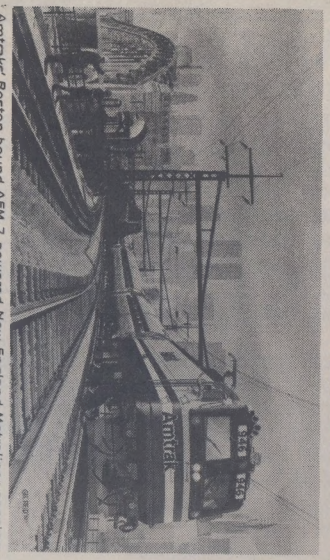

Amtraks' Boston-bound AEM-7 powered New England Metroliner passing the museum-bound GG-1 on the historic Hell Gate Bridge.

Amtrak's 1983 calendar, pictured here, is now available.

This year's calendar features another beautiful painting by artist Gil Reid, from a series done exclusively for Amtrak.

The calendars are $3.50 each. Or you can get 2 for $6.00 and 3 for $8.00. Calendars for 1980, 1981 and 1982 are also available at the same price.

To order, make checks payable:
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